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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

DESPATCH BY HAIG.

GRAVELY ANXIOUS TOWARDS THE END.

London, January 7.
A 24-page Gazette has been issued, containing Field-Marshal Haig's despatch dated December 31, covering the period since the termination of the great defensive battles on the Somme and the Lys.

It states that last April the German attacks, though unsuccessful, had stretched the Allies' resources to the uttermost. The possibility of an immediate renewal of the enemy offensive was viewed with grave anxiety. On the other hand the enemy undoubtedly suffered severely, but possessed sufficient superiority of force to retain the initiative, which, however, he could not afford to delay applying owing to the increasing growth of the American Army.

WAITING FOR REINFORCE- MENT.

The British military policy was to maintain an active defence until an equilibrium of strength had been reached. The complete success of the Allied counter-attack near Soissons on July 18 marked the turning-point of the campaign. After that the initiative lay with the Allies.

"At this point and in this connection," says Marshal Haig, "I should like to pay my personal tribute to the foresight and determination of the French Marshal, in whose hands the co-ordination and action of the Allied armies was placed."

The despatch proceeds to describe the steps taken during the period of active defence to repair the effects of enemy breaches in the defensive system.

ENGINEERS BUSY.

It then shows how in consequence of enemy fire commanding important railway junctions, the Allies undertook a comprehensive programme of railway construction in order to render traffic between the North and the South independent of Amiens. This involved the laying of 200 miles of broad gauge track between April and July. The new defensive works involved the digging of 5,000 miles of trench. Meanwhile the fighting troops severely harassed the enemy on the Lys sector, delaying and ultimately preventing the renewal of the German offensive there.

But the outstanding feature of the events described in the despatch is Marshal Haig's own account of the great series of British victories won between August 8 and November 11.

ENEMY FINALLY BEATEN BEFORE ARMISTICE.

"At Arras and Bapaume, in breaking the Procuat-Quenast and Hindenburg systems, before Le Cateau and on the Selle, in Flanders and on the Somme, the enemy was again and again brought to battle and defeated. He was finally defeated in the great battles of November 1 and November 4, and utterly without reserves at the date of the Armistice, he was falling back without a coherent plan in widespread disorder and confusion."

The Field-Marshal, in a further reference to the situation when hostilities ceased, states that by the end of October the British Armies were in a position to prevent the enemy's withdrawal to shorter lines, and the British were able to force an immediate conclusion.

GERMANY INVADIED BUT FOR ARMISTICE.

The despatch declares that the principal British attack was to have taken place on November 1, after Valenciennes was captured. "In the fighting on and subsequent to that date we broke the enemy's resistance beyond the possibility of recovery. The enemy thereafter was neither capable of accepting or refusing battle. The Allies' strategic plan was realised with a complete success rarely seen in war, and when the Armistice was signed, the enemy's defensive powers were already definitely destroyed. A continuance of hostilities could have meant only disaster to the German Armies, and an armed invasion of Germany."

DESPATCH BY HAIG.

GLORIOUS ANNALS.

Here is an eloquent passage: "In three months of epic fighting, the British Armies in France brought to a sudden and dramatic end the great wearing-out battle of the past four years. The confidence of our troops throughout these years of strain never wavered. The annals of war hold record of no more wonderful recovery than that which, three months after the tremendous blows showered upon them on the Somme and the Lys, saw the undefeated British Armies advancing from victory to victory, finally forcing the erstwhile triumphant enemy to acknowledge his unconditional defeat."

In the decisive contests of the period covered, Marshal Haig says the British attacked the strongest and most vital parts of the enemy's front, cut his lateral communications, and fought the best divisions to a standstill. On different battle fronts, 187,000 were taken prisoner, 2,830 guns, 29,000 machine-guns, and 8,000 trench-mortars were captured. These results were achieved by 50 British divisions, which engaged and defeated 90 separate German divisions in three months.

MILITARY DOCTRINE UPSET BY PLUCK.

Despite the accepted military doctrine that in good defensive positions any given force can hold up a considerably greater attacking force (and this our defence proved in March and April), yet when the tide of battle turned and the British attacked, completely destroying the German resistance, the British were numerically inferior to the defeated German forces. This he attributes to the "most magnificent spirit" of our men.

PRaise FOR INFANTRY.

Referring to the Infantry, the despatch says: "Despite the enormous development of mechanical invention in every phase of warfare, the place which the infantryman always held as the main substance and foundation of an army is as secure to-day as at any period of history. The infantryman remains the backbone, defence, and spearhead of attack. At no time has the reputation of the British infantryman been higher, or his achievement more worthy of his renown. No praise can be too high for the valour they have shown, and no gratitude too deep for the work they accomplished."

CAVALRY STILL USEFUL.

Marshal Haig also refers to the unsurpassable work of the Artillery and Cavalry. He says that the recent fighting showed that Cavalry was still a necessary arm of modern war. The despatch also contains tributes to other arms, including the Gas Services, which discharged between March and November 2,250 tons of gas and carried out 801 separate operations. Also to the Forestry Corps, which in the year ended October 31 cut 2,500,000 tons of timber for the Anglo-French armies.

"It concludes with a reference to the harmonious relations with our Allies, which were undimmed by any hint of discord or conflict of interests or ideals. The Field-Marshal says he will later submit a final despatch dealing with the advance to the Rhine and the occupation of the Cologne bridge-head."

LATE T. ROOSEVELT.

PRESS REFERENCES.

London, January 7.
The French Press expresses keen regret at the death of Theodore Roosevelt, whose unbounded popularity made him the most picturesque American figure in France. Paris has not forgotten his address at the Sorbonne years ago, when he made a noble exposition of the duties of a citizen.

M. Pichon sent a message to Mrs. Roosevelt mentioning that France's grateful for the way Mr. Roosevelt upheld her cause in the worst crisis. He did it in a way never to be forgotten. (Havas).

ALLEGED TRAITOR DEAD.

London, January 7.
M. Turmel, the Deputy for Guin-camp, who has been 15 months in prison on a charge of having relations with the enemy, is dead. (Havas).

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

WAR GRAVES.

HANDSOME BEHAVIOUR OF DOMINIONS.

London, January 8.
At a meeting of the Imperial War Graves Commission, at which Mr. Long presided, all the British Overseas representatives were present. The chairman stated that all the Overseas Governments had unreservedly agreed to bear a share of whatever expense might be involved in worthily honouring the memory of their dead. The commission was therefore free to discharge the task in an ungrudging and unignominous spirit.

The commission adopted a recommendation that the most suitable method of honouring those whose graves were not found or identified would be to place a tablet appropriately inscribed in the cemetery near the spot where they were believed to have been killed. It is estimated there will be at least a thousand of such cemeteries.

The commission decided to ask the Indian Government to formulate proposals for the establishment of an agency in India for the care of British war graves there.

The commission warmly thanked the Union of South Africa Government for their most generous offer to meet the entire cost of maintenance of the cemeteries and to make provision for memorials to the officers and men of the Imperial Forces who had died within the Union.

AGITATION AMONG SOLDIERS.

"WAR STILL ON."

London, January 7.
At the War Office at 3.15 to-day five or six lorries arrived, filled with soldiers from Kempton Park. They drove past the War Office, left their lorries, and assembled in the War Office quadrangle. They demanded to see a responsible official.

Major-General Fielding addressed them as Commander of the London District. He absolutely declined to consider their demands, which he said must be submitted to their commanding officer. He reminded them that the war is still on. Although we had won the war, we might lose the peace. He said he knew this trouble had been fomented by a few agitators. Most of them would be ashamed if they knew the danger in which they were placing the country.

The men then quietly dispersed.

BRITISH DEMOBILIZATION.

ONLY PARTIAL AS YET.

London, January 7.
The Army Council announces that no officer or soldier will be permitted to proceed to England on leave from France except on the distinct understanding that he returns to his unit on the expiration of his leave, and will not be demobilized during the period of such leave. Experience has shown the necessity for this order to ensure the maintenance of the army of occupation. All officers and men now on leave from France will be demobilized if they are pivotal men assured of civil employment and belong to the industrial groups opened for demobilization, and if they can be spared from the army.

The same privilege is accorded to all ranks on leave from the other expeditionary forces if they are similarly qualified.

Men serving in Home units cannot be demobilized during leave.

ARMISTICE COMMISSION.

ITS RIGHT TO ENFORCE ITS ORDERS.

London, January 8.
Before the Armistice Commission, Marshal Foch affirmed the right of the Commission to establish military commands and police forces to control the execution of the Navigation Commission's orders. (Havas).

FRENCH FLOODS.

London, January 7.
The Seine continues to rise. The Samaritaine bridge, so long moored near the Pont Neuf, sank yesterday. The flood now looks dangerous. (Havas).

BUSINESS NOTICES

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THE Undersigned have received instructions from Messrs. D. Macdonald & Co. to sell by Public Auction,

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contained thereon.
Large Galvanized Iron Buildings, Stock and Machine Tools,

comprising—
Lathes, Planing Machine, Sawing Machine, Shaping Machine, Milling Machine, Slotting Machine, Drieding Machines, Cold Sawing Machine, Weighing Machines, Punching and Shearing Machines, Blower, Test Pump, Engines and shafting, Sundry Pumps, Assorted Chain Blocks, Screw Jacks, Stretching Screws, Tools, Twist Drills, Stock and Dies, Steam Hammer, Blacksmith's Tools, Sundry Wooden Patterns, Band and Circular Saws, Pipe Bending Blocks, Pipe Vises, Coppersmith's Tools, Emergency Cylinders, Water tanks and fittings, Winches, Boilers, Diving Pumps, Helms and dresses (New and second hand), a quantity of Steel Products including Steel Plates, Angles, Bars, Rolled Steel, Joists, galvanized Steel Plates, wrought and galvanized Iron Piping and fittings, Brass and Copper Tubes, Masts & Yellow Metal Sheathing, Metal and Copper Tacks, &c.

Also
One large galvanized Iron Building (wood framing)
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One Motor Boat 22 by 9' 9" by 3 feet fitted with 15/20 H.P. heavy duty Kelvin Kerosene Motor.

And
One 3 H.P. Bolinder Crude Oil Engine direct coupled to dynamo illustrated on page 25 of Bolinder's catalogue.

The machinery will be put up for auction on **FRIDAY, 10th January, at 10 a.m.**

(Full Particulars from Catalogue).

Terms:—Cash.

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Hongkong, Jan. 5, 1919.

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TO-DAY PUBLIC REFORM MEETING

AT THE
THEATRE ROYAL, CITY HALL,
TO-DAY (THURSDAY), JANUARY 9, at 6 P.M.

ELECTION v. NOMINATION.
AN UNOFFICIAL MAJORITY.
POPULAR ELECTORATE.

Hon. Mr. P. H. HOLYOAK will preside.

The following Resolution will be submitted:—

"That this public meeting of Hongkong residents, whilst affirming its unswerving loyalty to the Crown and Empire, is of opinion that the instructions to His Excellency the Governor relative to the mode of selection of the Legislative Council require amendment in such a way as to secure—

1. That as regards all the unofficial members of the said Council (other than the two Chinese nominated members) the principle of election instead of nomination shall be applied;

2. That the number of unofficial members shall be increased from 6 to 9, and that the number of official members shall remain as at present, namely, 8.

3. That of the seven elected unofficial members (all of whom shall be British subjects) two shall be elected by the Hongkong General Chamber of Commerce; one by the Justices of the Peace; three (two of whom shall be of British race and one of Portuguese race) by British subjects who are jurymen, or are qualified for, but exempt from jury service; and one by the Chinese General Chamber of Commerce, or some other body representative of the Chinese community.

And in order that due and prompt attention and consideration may be given to the opinion thus publicly expressed this Meeting requests the Government to transmit this resolution by telegram to His Majesty's Secretary of State for the Colonies.

CONSTITUTIONAL REFORM ASSOCIATION
OF HONGKONG.

January 8, 1919.

ST. ANDREW'S SOCIETY WAR BOND DRAWING.

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ITALIAN FARMING.

Although largely an agricultural country, Italy never has been half-sufficient in the matter of wheat. To make up the national shortage it has been necessary each year to import about one and a half-million tons. In 1915 the importations were the highest on record, being 2,316,108 tons of wheat. Now that shipping is a serious problem, every effort is being made to increase the output from the 124 million acres under wheat cultivation and also to put unused land under the plough. Up to a few years ago agricultural tractors were very little used in Italy, but owing to the shortage of labour and the high cost of cattle (a couple of labourers even now cost as much as 2400 farmers have shown a strong desire to obtain power-driven machines.

The extended use which has been made of tractors during the past year or so has helped considerably; but notwithstanding this it is estimated that it will be necessary to import about 2,350,000 tons of wheat and maize during the year 1919. Important orders have been placed in the United States for agricultural tractors, but owing to the shipping situation at least one quarter of this order has had to be cancelled. This situation has induced the Italian engineering firms to seriously study the question of agricultural tractor production. The Fiat Company, being the national automobile concern of Italy, was the first to realize the importance of this and a few weeks ago brought out the first of a series of agricultural tractors specially designed for the very varied conditions pertaining in Italy.

After having been very thoroughly tested privately, the first public demonstrations of this tractor took place recently in the valley of the Po, about twenty miles from Turin. Realizing the educational value of these trials, the civil and military authorities gave every facility for interested persons to be taken out to the demonstrating ground in order to follow the work of the machine. Temporarily relaxing the petrol restrictions, a continuous service of motor buses was maintained from Turin and the surrounding villages to the demonstration ground, thus allowing many thousands of agriculturalists to get their first practical acquaintance with the motor tractor on the land.

The following are Italy's imports of wheat from 1911 to 1916 inclusive:—

	Tons.
1911	1,368,872
1912	1,761,064
1913	1,781,761
1914	995,475
1915	2,216,108
1916	1,601,212

OUR DEBT TO ANCIENT INVESTIGATORS.

It was an eminent French mathematician who reproved one of his pupils for commencing a demonstration with "It is known that." "Quite true," was the comment. "But who taught all the facts?" We are, perhaps, all too prone to accept as a matter of course our inheritance as heirs of all the ages, and to be slow to recognise the immensity of our debt to bygone generations of investigators. Their work may have been completed with crude appliances, such as to excite the contempt of the youthful student in a modern laboratory, and their rough approximations, have long been superseded by figures obtained later by men of often of smaller mental calibre, and there is thus much danger that as time goes on even important pioneering work may fade into oblivion. It is well therefore that we should occasionally be presented with such an historical survey of certain fields of research as that which which Professor Unwin opened on his "The Mechanical Properties of Materials," which he delivered to the Institution of Mechanical Engineers last Friday. The task could not possibly have fallen into better hands. As Professor Unwin's assistant, Prof. Unwin was associated with much of the pioneering in this field, and his extensive reading and well-known familiarity with foreign as well as domestic investigations, combined with his practical knowledge, eminently fitted him for the task.

Galileo, the lecturer stated, was the first to experiment on the strength of materials. This he did in 1638. Some ninety years later in 1729 Macchcenbrok published the results of a whole series of determinations of the tensile strength of materials which he had carried out at Leyden. Prof. Unwin showed that the meeting illustrations of the kind of specimens and of the clips used in these experiments. A noticeable feature was the use of square shoulders between the specimen and the ends of the specimen, which, apart from this defect, were of very much the same shape as that used to-day. The type was certainly a great improvement on those (also illustrated by the lecturer) used by Fontenelle in 1702. On the theoretical side Robert Hooke formulated his famous law in 1638, and Young deduced his elastic modulus in 1807. The familiarity of these latter names in comparison with the general ignorance of the above-mentioned experimental work of Galileo, Fontenelle and Macchcenbrok illustrates again how much is lost to the scientific world through want of even passing acquaintance with scientific data. Engineering

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LINOLEUMS

The China Mail.

HONGKONG, THURSDAY, JAN. 9, 1919.

TO-NIGHT'S MASS MEETING.

As announced in yesterday's "China Mail," the resolutions to be submitted at to-night's mass meeting in the Theatre Royal are not the same as those first published. The discussions in the newspapers and elsewhere, including the points brought up by Mr. Lau Chu-pak at the Chinese Chamber of Commerce, have moved the leaders of the Constitutional Reform Association to make some amendments in a laudable spirit of compromise.

Very plainly, the situation is one calling for a great deal of that spirit. The elementary principles that have been cited in justification of this demand for a change in our system of government have been advanced as principles only, not as a programme. No one at present is in the mood to suggest that Self-Determination, No Taxation without Representation, and the like, are ideals to be mooted as practical issues in this Colony. To see the Right, and to do it regardless of consequences, is no motto for to-day's Hongkong politician. He is, to be quite frank, a champion of the Right which is also Expedient. That is really the whole point for to-night's meeting, to prove that this partial movement in the right direction is expedient. Reformers of the impatient type, and those who are the sequacious mouthpieces of mere phrases, will talk of "half measures," and be answered, it may be, by others who think in adages, that "half a loaf is better than no bread." Such is the condition of that mental process which depends upon these crystallizations of wisdom, so common to mankind, and so irritating to the higher, more original thinker.

It is all a matter of degree, and of the disinterested onlookers, who are the arbiters in Hongkong, then, the promoters perhaps realize, and whose verdict will be their strongest support, encouraging the conservative disinclination of officialdom to change. Any man will complain, and take measures for relief, who

feels the discomfort of tight boots. But it is hard to awaken interest, much less enthusiasm, in the general question of hygienic footwear. This vulgar analogy really expresses the situation here. With all its faults, the local Government but rarely makes itself felt as tight boots do. So many men are here with no intention of remaining. They are as easy-minded about their lack of acquaintance as they are about the absence of Music Halls, Grand Opera, or fox-hunting. They look upon it as a temporary deprivation. Even the Chinese community, which theoretically should have the largest grievance, is as a body really contented. It is only the more public spirited members of any of the communities, having ideals, and a more or less permanent stake in the Colony, who are at all earnest in this matter.

Granting then that here there is no question of a proposal to let the real majority decide, no question of putting the great democratic principle into action, there are still these proposals of the Reform Association to be considered. Are they fair? Are they expedient? Will they constitute an improvement of the existing arrangement? To-night's meeting is sure to answer these questions with a clamant affirmative, and it will then be for opponents to prove that they are otherwise. If things were always done sensibly, instead of conventionally, the Government would send an accredited representative to the meeting, to urge its objections if any, and to listen sympathetically to the arguments for the proposals, with a view to considering them before making up its mind. But Baron Bramwell's famous dictum that anything which is contrary to common sense is probably not good law, does not apply to politics.

STRAIGHT AT IT.

There is no use of "beating around the bush." We might as well out with it at last. We want you to try Chamberlain's Cough Remedy the next time you have a cough or cold. There is no reason so far as we can see why you should not do so. This preparation by its remarkable cures has gained a world-wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all Chemists and Storekeepers.

LOCAL AND GENERAL.

To-day's dollar—\$3 1/16-16d.

A shortage of some 35,000 pesos has been discovered in the funds of the Chartered Bank of India, China and Australia, at Manila.

Advices from Australia state that the Australian Government will add forty ocean-going steamers to its fleet within the next two years.

The National Assembly, sitting as a Constitutional Convention, will meet tomorrow, December 10, to continue the drafting of the permanent Constitution of the Republic.

Captain W.E. Clarke, Secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., at Hongkong is retiring in the early spring, when he will have completed nearly 40 years service in the Company.

The General Chamber of Commerce of Canton is not up-to-date, according to Lin Fook-cheng, a capitalist who has served as a member of the executive committee of that organization for the last three years but will retire this year.

The Harbour Commissioners of San Francisco have given orders to rush facilities for handling vegetable oils in anticipation of immediate shipments expected from the Orient and the South Seas in the near future.

The Rev. R. A. Fandi has arrived in the Colony for duty as the Military Chaplain of England. The Rev. Mr. Fandi came from Egypt, and has been on Active Service with the Expeditionary Force in Mesopotamia.

With the unanimous approval of the Allied Legations and the Chinese Government, the Manager of the Hongkong and Shanghai Bank has agreed to take charge of the liquidation of the Deutsche-Asiatische Bank at Shanghai.

The Canadian Pacific Steamship Company announces that their liner "Empress of Russia" will leave London for Hongkong on January 13, instead of January 3 as previously published. This ship will bring a number of returning Hongkong residents.

The "North China Daily Mail" says:—"From an authoritative source we are informed that certain well known shipping interests have offered to furnish China with all the necessary transport that is required to repatriate the 4,000 odd enemy subjects at present in China."

We much regret to observe in a recent casualty list the name of Major H. G. Paine, M.C., who was killed in action, before the Armistice and after four years in France. A year before the war the deceased officer was a very popular subaltern, serving with the 88th Company, R.G.A. here.

The American Consul General is again seeking information from Americans in this district or otherwise concerned as to details of any property, either personal or real, owned by them and now situated in enemy countries. Detailed information along such lines should be given at the earliest date practicable.

The Sun Company, the latest and largest of the department stores in Canton, opened on January 4, is doing more than ten thousand dollars worth of business daily since its inauguration, according to C. Y. Cheng, the general manager. So far only three of the nine floors of the building have been open to occupation.

The authentic copy of the information published in the columns of the "China Mail" yesterday, concerning the purchase of the Canadian Pacific Railway by the Canadian Government, has been questioned by the local Press at the Canadian Pacific Steamship Company. The "China Mail" gleaned the information from an American publication of recent date.

A draft for \$279 15s 3d has been handed to the Naval Authorities by the Police Reserve Accountant in transmission to the mother of the late Sergeant Harry Linfield, Naval Yard Police. This amount represents the profit from the Boxing organised by Staff Inspector Wilder on December 14, and includes donations by Sir William Ross Davies, Mr. Justice Compton, Hon. Mr. P. H. Holyoak, Mr. N. J. Stubb and Mr. H. P. White.

The R. E. Sergeant's Mess held a whist drive last night and very nice prizes were awarded to those obtaining the highest scores. Captain D. Watt, R.E. handed the prizes to the successful players at the close, these being—Ladies—1st Mrs. Orendon; 2nd Mrs. Lyth; 3rd Mrs. Allison; Gentlemen, 1st Staff Sergeant Lyth, A.S.C.; 2nd Sergeant Graham, R.G.A.; 3rd Sergeant Theysers, R.A.M.C.; 4th Mr. Miller.

The local Civil Service List for 1919 is to hand, from the printing works of Noronha & Co. The historical and statistical abstracts brought up to date. One of the outstanding things in the report is the number of members of the Civil Service who have been "seconded for Military Service." The list also contains a complete roll of men who have left the Colony for Active Service, a roll of which the Colony can be very proud. The Hongkong Roll of Honour is a large one.

HONGKONG DEFENCE CORPS.

RIFLE MEETING—JAN 1919.

PRIZE WINNERS.

COMMANDANT'S COMPETITION.

Team prizes presented by Major H. A. Morgan, Major D. Macdonald, and Capt. G. E. Stewart.

Special prize for highest individual aggregate presented by H. E. Major General F. Vanitris.

Highest Possible Score—480

1st Team prize won by No. 8 Platoon—

Scores: Lt. Cpl. F. C. Goodman 116

Pte. D. K. Hill 101

Sgt. A. W. Bliss 97

Lt. Cpl. W. A. Morgan 94

478

2nd Team prize won by No. 5 Platoon—

Scores: Sgt. S. E. Green 96

Pte. W. L. Leask 93

Sgt. D. Harvey 91

Cpl. J. A. Lyon 87

371

3rd Team prize won by No. 4 Platoon—

Scores: Pte. E. B. Dwyer 102

Cpl. C. A. Grimes 100

Sgt. W. H. Edmonds 90

Pte. H. A. Taylor 78

370

Prize for highest individual aggregate

won by Lt. Cpl. F. C. Goodman who made

116 out of a possible 180.

BLAKE SHIELD.

An Inter-Company Competition for a Challenge Shield presented by the late Sir Henry Blake, R.C.M.G., &c. Shield to be held by O.C. winning Company for one year.

A memento to be given each member of winning Team.

A special prize presented by Sgt. Manuk for highest score in competition

won by "B" Co.

Scores: Pte. W. L. Leask 79

Cpl. J. A. Lyon 73

Lt. Cpl. F. C. Goodman 69

Sgt. S. E. Green 69

C.S.M. W. J. Battery 68

Sgt. A. W. Bliss 60

Pte. J. A. Plummer 58

544

Highest possible score 680

Prize for highest individual aggregate

won by Pte. W. L. Leask with a score of

79 out of a possible 85.

FRANCIS CUP.

An Inter-Platoon Competition for a Challenge Cup presented by the late Mr. J. J. Francis, O.C. Cup to be held for one year by O.C. winning Platoon. Special prizes have been presented by Captain W. Russell, E. Ormiston, Lieut. R. Sutherland, and Messrs. Donnelly & Whyte to each member of the winning Platoon.

Won by No. 4 Platoon—

Scores: Corp. C. A. Grimes 53

Pte. H. R. Dwyer 50

Pte. H. A. Taylor 49

Sgt. W. H. Edmonds 45

197

Highest possible score 240

A special prize for the highest individual

aggregate has been presented by

Sgt. S. E. Green and this was won by

Corp. J. A. Lyon with a score of 54 out

of a possible 60.

OPEN BOWLING EVENT.

Open to all comers—200, 300, and 600

yards.

Aggregate prizes presented by Pte. N. J. Stubb, Pte. Geo. Hastings, and Captain G. Lamont.

WINNERS OF AGGREGATE PRIZES.

1st, Lt. Cpl. F. C. Goodman H.K.D.C.

92, plus 4 per cent. for open sights.

—95.65.

2nd, Naik Dalip Singh 74th Punjab

91, plus 4 per cent. for open sights.

—94.64.

3rd, Sgt. G. Marshall, 1st G. E. Man-

chester Regt. 90, plus 4 per cent. for

open sights—93.60.

RANGE PRIZES.

Presented by Captain Murray Scott, Major G. D. R. Black, Pte. A. G. Coppin, Pte. R. M. Dyer, 2nd Lieut. W. J. Hill, Captain F. W. James, Captain Harrison, Sergeant M. H. K.D.C., Pte. H. V. Looker and Pte. D. W. Tritman.

200 YARDS.

1st, Lt. Cpl. F. C. Goodman 32 plus 4

per cent. for open sights—32.28.

2nd, Capt. G. G. Wood 31 plus 4 per

REVIEW.

The Island Mystery, by "George A. Birmingham"—Methuen's Colonial Library.

Those who know the breezy, Irish humour of this well-known story-teller will not need to be told that "The Island Mystery" is a pleasant yarn. Not being about the Irish it lacks something of the colour we have learned to expect, but it will satisfy his admirers. An American millionaire buys for his pretty daughter an island in the Mediterranean, where she plays at being queen. The Kaiser has chosen it as a submarine base. Hence the exciting sort of complications to be expected when the war breaks out. The Balkan king who sold the island is a well drawn character. So are the Secret Service spy, and the intrusive Hussar. How the heroine's lover spoiled the submarine base, and afterwards arrived in time to slay a submarine and get a bride, are details better left to the reader to discover. There are 314 pages of very easy type.

THE EXTRADITION CASE.

The proceedings entered into by the Canton Authorities for the extradition of a Chinese man and woman who were said to have taken a prominent part in the robbery on Kwong Hoi City, San Ning District, on January 18, 1918, were resumed at the Magistrate's yesterday afternoon before Mr. J. R. Wood.

The witnesses were cross-examined by Mr. J. H. Gardiner. They stuck to it that the two fugitives were prominent figures in the robbery and were the heads of the band. One of the robbers used to call the male fugitive "Lopon," which literally means "violent or dare-devil man."

Inspector Grant was recalled by the Asst. Crown Solicitor (Mr. Leo Longinotto) to give further evidence. This was objected to by the defending Counsel who said that Mr. Longinotto had intimated at the last hearing that the evidence of the witness had closed. It was eventually decided by the Magistrate that the Inspector should continue his evidence at the close of the cross-examination of the witnesses.

In the witness-box the Inspector testified that the man handed by the female fugitive to him at the time of her arrest amounted to \$4,600, consisting of bank-notes of various denominations, and some American money.

Mr. Gardiner then applied to the Court on behalf of the female fugitive for the return of this sum, or in the alternative, for the return of \$500, which was the sum in excess of that alleged in the evidence to have been taken by the female fugitive from the witnesses when they were captured. This application was adjourned until the next hearing.

The proceedings were then adjourned until the 16th.

"B" Coy. were second in 1.18 2/3 minutes and Engineer Coy. third in 1.22 minutes.

CLASSIFICATION COMPETITION.

Open to First Class Shots.

Prizes presented by Major H. A. Morgan. 1st prize won by Major G. H. Wakeman.

2nd do Sgt. J. McHutchison.

Each scored 55 but Major Wakeman made the larger score at the "Longest range."

CHAMPIONSHIP BOWL.

Championship of H.K.D.C. Bowl presented by the late Mr. J. K. Kewick to be held by Winner for one year, or until next Competition thereafter, when, on relinquishing Bowl, he will receive a small replica.

2nd and 3rd prizes presented by Private N. J. Stubb and Sapper S. T. Williams.

Winner of Bowl Lt. Cpl. F. C. Goodman with a score of 93.

2nd Prize Corp. J. A. Lyon with a score of 88.

3rd Prize Sgt. S. E. Green with a score of 87.

Captain W. Murray Scott, previous holder of the Championship Bowl received a replica on relinquishing the Bowl. This has been presented by Captain G. G. Wood.

REVOLVER COMPETITION.

Open to all comers.

Prizes presented by Major Macdonald, Private E. Ormiston, and Captain M. S. Norchote.

1st Prize won by Capt. W. Armstrong with a score of 55.

2nd Prize won by Cpl. C. A. Grimes with a score of 54.

3rd Prize won by Sgt. A. Leach with a score of 53.

Highest possible score—49.

CORPS REVOLVER COMPETITION.

Prizes presented by Private F. W. Smyth, Private H. W. Bird and Corp. H. E. L. Dowling.

1st Prize won by C.S.M. W. J. Battery with a score of 52.

2nd Prize won by Pte. W. L. Leask with a score of 50.

3rd Prize won by Lt. Cpl. F. A. Wells with a score of 18.

Highest possible score—35.

The prizes will be presented by H.E. The Officer Administering the Government, at the Smoking Concert to be held in the Theatre tomorrow night at 9 p.m. and successful competitors are requested to attend to receive their prizes.

CORRESPONDENCE.

OUR MORILE.

To the Editor of the "China Mail."

January 6, 1919
Sir,—I do not feel disposed to have the article I wrote at your own press as a reply to criticisms, to which you have granted space. I suppose your way of putting it is journalistic convention, but I cannot fall in with it, and must ask you therefore to be good enough to let me say that no criticisms have reached me, and that the genesis of what I wrote is correctly given in the first sentence of the article.

I sympathize, by the way, with your expressed desire for "some simple code" and a thorough observance of it. May I therefore commend a brief document known in the West as the "Ten Commandments"? The greater part of it is quite up-to-date, and nothing could well be shorter; the seventh of them consists of only five words, in the New Testament "quotation" reduced to "four." But, of course, we are east of Suez, which is exactly my point.

Yours faithfully,
J. KIM MACONACHIE.

THE CRICKET LEAGUE.

[To the Editor of the "China Mail"]

Sir,—I think something should be done by the League Committee to see that the Cricket League is run properly, and that every team is treated alike. Notwithstanding the recent protests against the R.G.A. for postponing matches just to suit themselves, yesterday they played a league match against a weak R.E. team and won easily, thus going to the head of the league table. Every other team plays on Saturdays only as arranged at the beginning of the season, and I do not see why the R.G.A. should be specially favoured in this respect, and the league should enforce its decisions and make all teams play their matches on Saturdays, and on the dates arranged, unless of course, something unavoidable causes the match to be postponed. I am only voicing the opinion of many league players.

Yours faithfully,
Cricket.
Hongkong, 9th January, 1919.

NAVAL MEN ENTER-TAINED.

TO TEA AND CONCERT.

There was a large party of Naval men entertained to tea at the Soldiers' and Sailors' Home yesterday at 6 p.m., the arrangements for the tea being made by the Rev. and Mrs. T. Robinson, and ladies of the congregation of the Wesleyan Church, Wanchai. After tea all adjourned to the Naval Theatre where a concert was given by the "Eurythia" Concert party, by kind permission of Commander T. S. Phillips. This proved to be a musical treat, songs and turns of varied descriptions being given that immensely pleased the audience.

A nicely decorated theatre, and adequate arrangements for the big audience were supervised by Mr. Bishop, R.N., and all agreed that the entertainment was first class. After the concert a large number of the men returned to the Soldiers' and Sailors' Home, where light refreshments were provided before dispersal.

FOOTBALL.

STAFF AND DEPTS. v. 3rd CO. R.G.A.

These teams played on the Military ground at Happy Valley, yesterday. They favoured the Staff and Depts. without their being able to show much for it, the first work of Taylor at back in a great measure accounting for this. Street and Ellarby worked many openings for the Staff but the other forwards were weak, although a fine shot from Birch struck the bar and was luckily cleared by the R.G.A. Garner and Johnson missed chances for the R.G.A., and then Street opened the scoring for the Staff. By this goal they led at the interval. In the second half Kirby for the Staff, and Garner for the R.G.A. missed badly. Later Ellarby scored again for the Staff who won fairly easily. Result: Staff and Depts. 2; 3rd Co. R.G.A. 0.

HONGKONG POLICE RESERVE.

Orders issued by Mr. F. C. Jenkins, C.B.E.

SEBVICE RIFLES.

Will be drawn from the Armoury by members of Nos. 1 and 2 Platoons prior to the parade of these units as detailed below and between 4.0 and 5.25 p.m.

PARADES CENTRAL 5.30 P.M.

Monday, January 13.—No. 2 Platoon

Tuesday, January 14.—No. 3 Company

Wednesday, Jan. 15.—No. 1 Platoon

Thursday, January 16.—Ambulance Platoon.

Friday, January 17.—No. 2 Company

Uniform Caps and Covers, Rd. 1.

STRENGTH.

P.O. 506—Consolidated Water Police, is permitted to resign on leaving the Colony.

NEW FREIGHT RATES.

The Trans-Pacific Freight Bureau has issued from its Hongkong office as "effective immediately" a new tariff which cancels all others. The minimum freights agreed upon for traffic between Hongkong and coast ports to U.S. and British Pacific ports are in some cases reduced. The quotations are in U.S. gold currency.

Antimony (2,000 lbs.) is \$25. Beans (same weight) \$30. Merchandise N.O.S. (40 c. ft. or 2,000 lbs., whichever new rate) \$40. Maiting (40 c. ft.) \$23. Peanuts, shelled, \$60. Batten, etc. (40 c. ft.) \$23. Raw silk, per 100 lbs. \$40. Rice per 2,000—\$30. Rubber per 40 c. ft. \$35. Tea for coast, per 40 c. ft. \$40. Tea for overland points, for 100 lbs. \$4. Tin per 2,000 \$35. Valuable cargo, \$30 for each \$500 worth, plus two per cent. Wolfram ore, \$35 per

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MARSEILLES & LONDON.

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S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NORE"	23rd February	30th March	8th April
"ROYAL"	29th March	13th April	22nd May
"NELLORE"	29th March	30th April	10th May

SINGAPORE, COLOMBO AND BOMBAY.

S.S.	Leave Hongkong about	Due Bombay about
"DILWARA"	11th January	27th January

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(to Shanghai only)

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OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GENOA { Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's Steamers.
MARSEILLES { Monthly direct service via Singapore and Port Said.
LUZON MARU { Wednesday, 12th Feb. at Noon.
SUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.
MAURITIUS, DELAGOA BAY, DURBAN.
BOMBAY, COLOMBO—Regular fortnightly service via Singapore.
KANKON MARU { Monday, 13th Jan. at Noon.
SOURABAYA—Monthly direct service.
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
VICTORIA, VANCOUVER, SEATTLE, TACOMA.
Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
ARABIA MARU { Saturday, 11th Jan. at 3 p.m.
KANKON MARU { These Steamers have excellent accommodation for 1st and 2nd Class Saloon Passengers and will arrive at and depart from the SEON YIP WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.
BOHEU MARU { Thursday, 16th Jan. at 8 a.m.
For KEELUNG via SWATOW and AMOY.
KAIYO MARU { Sunday, 13th Jan. at 10 a.m.
For sailing dates and further particulars please apply to—
K. YAMASAKI, Manager,
No. 1, Queen's Building,
Tel. No. 744 & 745.

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(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

For JAPAN.	For SINGAPORE.
BORNEO MARU	on or about 26th Jan.
BOKUTO MARU	on or about 10th Feb.
BANBI MARU	on or about 15th Feb.
BORNEO MARU	on or about 10th Mar.
BOKUTO MARU	on or about 20th Mar.

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SAILINGS SUBJECT TO ALTERATION.

FOR	STAGES	TO SAIL
SWATOW & SINGAPORE	CHINA	Jan. 11, at 3 p.m.
SHANGHAI	SEIKIANG	Jan. 14, at Noon.
SHANGHAI	SUIYANG	Jan. 16, at Noon.
SHANGHAI	KAIYANG	Jan. 19, at 10 a.m.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

FOR	STAGES	TO SAIL
MANILA	LOOHSANG	FRIDAY, Jan. 10, at 3 p.m.
SHANGHAI	TAIRANG	SATURDAY, Jan. 11, at 11 a.m.
SHANGHAI	LOOHSANG	TUESDAY, Jan. 14, at 8 a.m.
SHANGHAI	YUEHSANG	THURSDAY, Jan. 16, at Noon.
MANILA	YUEHSANG	FRIDAY, Jan. 17, at 2 p.m.
SHANGHAI & CALUTTA	VIVIER	SATURDAY, Jan. 18, at 3 p.m.
SINGAPORE	VAN WAERWICKE	TUESDAY, Jan. 21, at 3 p.m.

CALUTTA LINE—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the "Kwiliang" and "Yihon" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

SINGAPORE LINE—The "Van Waerwicke" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers in this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Southern Ports via Shanghai. Through Bills of Lading are issued to all Northern and Southern Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BOHEU LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

KIENHIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under British Government Passport Regulations: All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to—

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in Saloons
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	SEATING
SHANGHAI	Capt. J. W. Evans	SUNDAY, 13th Jan. at 11 a.m.
SHANGHAI	Capt. A. E. Hodgson	FRIDAY, 17th Jan. at 1 p.m.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING"

(15,000 tons, American Registry)

"CHINA"

(10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN, PORTS & HONOLULU

"NANKING"

January 9th, 1919.

"CHINA"

February 6th, 1919.

AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent

Princes Buildings, 100 House Street. Tel. 1934.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons	Leave Hongkong
SHIBUYA MARU	20,000	27th January.
TENYO MARU	20,000	8th February.
KOREA MARU	20,000	10th Feb. from Kobe
SHINYO MARU	22,000	5th March.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA,
CALIFORNIA, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,800	JAN. 13th, 1919.
ANYO MARU	15,500	MAR. 18th.
NIIPPON MARU	11,000	MAY 7th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,

Telephone Nos. 2374 and 2375. KIN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE

From Hongkong: Connecting with From Colombo:

PROPOSED SAILING.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to
THE BANK LINE, LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

THE BANK LINE, LTD.

Or to ELLERMAN & Co., Canton.

General Agents.

SHIPPING

SWEDISH SHIPPING.

The Swedish Government has granted funds, it is announced, for the construction of a new drydock at Beckholmen, near Stockholm, capable of docking a steamer of 10,000 tons, and to be completed in 1921. It will cost nearly 4,000,000 kroner.

STANDARD SHIPS.

An example of the new British steel standard ships launched this year is shortly due at Fremantle as one of the fleet of nine vessels on the way to pick up Australian wheat for certain Mediterranean ports. The steamer, which is one of over 600 standard craft, with names prefixed by the word "Warr", was launched in May last, at the yards of Armstrong, Whitworth and Co., Ltd. She is of over 6,000 tons gross, and is built to Lloyd's 100-A1 class. She is owned by the Imperial Government in the name of the British Shipping Controller (Cairns, Noble and Co., managers). A cablegram published last September announced that Lloyd's "Register" for 1918-19 included the names of 112 "Warr" ships and 260 other standard steamers. In the previous register only six of these vessels—Warr Baron, Warr Captain, Warr Duke, Warr Grey, Warr Knight and Warr Parker—appeared. Warr Baron and Warr Captain are owned by the Cunard S. Co., but are at present running to the control of the British Government.

SIAM AND SHIPBUILDING.

About 30 years ago the Siamese flag was a frequent embellishment of the various ports of the Far East, ranging from India to Japan. The vessels which bore it were all sailing craft of some-what small tonnage. Siam is now showing that she can add to the shipping tonnage. Her first considerable effort in that direction was a steamship named "Orient" which was launched on December 22 when the "Orient" the largest vessel ever built on the Menam, was launched on the west bank of the river, a little above Paklat.

The "Orient" is a steel-built ship of 102 feet on the water-line, 30 feet 5 inches beam, and of a molded depth of 15 feet. She has been constructed during the past fifteen months by Phra Naraseth, more familiarly known as Nai Lert. When she was well under construction she was purchased from him by Messrs. the East Asiatic Co., Ltd., and hence now flies the Danish flag in place of the Siamese flag.

The "Orient" as she left the ways, flew the Siamese flag at the fore, the East Asiatic Company's flag amidships, and the Danish flag at the stern. She was drawing 5 feet forwards and 6 feet 5 inches astern. She is to load for South Africa and will then proceed to Denmark, where it is possible that she will be equipped with auxiliary motive power for which space has been reserved. She will sail under command of Captain Thelsen, at present in command of the "Krueng Thep".

In addition to the "Orient" another vessel of similar size has her hull almost completed, while preparations have been made for the construction of a third and larger vessel, of about 1,000 tons, on an adjacent slipway.

SUPER-SALVAGE WORK.

H. C. Ferraby, "Daily Express" Naval correspondent, writes that—
In a harbour of Southern Italy there is a warship that floats upside down.
It is the hull of the battleship Leonardo da Vinci, and its present position is a great testimony to modern Italian engineering. The ship was sunk by an internal explosion more than two years ago, and in sinking she turned upside down. Her great gun turrets sank more than sixteen feet into the soft mud of the harbour bed and, anchored there, wrecked her as firmly as if it were bolted in reinforced concrete. There seemed to be nothing for it but to break her up for scrap iron.

Certain men, however, had a plan. They built huge little houseboats and placed them all round the wreck. Into these they put masses of machinery. They brought miles and miles of gigantic piping. They brought sixty expert divers. Then they proceeded to pump compressed air into the wreck. The divers put patches on where they were needed. Week after week the work went on without apparent result.

Then it was decided that the gun turret must be amputated. A great sling was passed under the wreck to hold the weight, and the two ends were supported by strong tugs. Divers, chiselled and saved away at the thick armour, and at last released the hull from the anchoring turrets. It floated gently to the surface upside down.

I have walked on the keel of this uncommon casualty of the war. Great air bubbles rise round the sides from small leaks in the piping that carries the compressed air. The engines in the houseboats throb and pound away hour after hour. Small tugs stand out of the rusty hull here and there, and out of one of them I saw a figure emerge more horrible than ever was imagined by the most decadent draughtsmen. It was a dirty, coated, iron ballast to lighten the iron, a sliver of steel, jagged and twisted. He had been down in the interior for years of one of the six locks, and had walked about the deserted decks on the ceiling and not on the floor—making repairs. Presently this upside-down ship will be taken into dry dock to be rebuilt, and in the end the Italian engineers expect to float her out right side up and ready to take her place again in the fighting line.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKEING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong about	Due Marseilles about	Due London about
NORE	2 nd Feb. 1919	30th March	8th April
NOVARA	9th Mar. 1919	13th April	23rd April
NELLORE	26th Mar. 1919	20th April	10th May

BOMBAY via STRAITS & COLOMBO.

S.S.	From Hongkong about	Due Bombay about
DILWARA	10th January	27 January

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
DILWARA	29th December at Daylight (to Shanghai only)

Tickets Interchangeable with B.I.S.N. Coy. between ports common to both Companies.

P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or the Orient Company.

Passengers may travel B.I. Company between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Steamers and Sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, Handbooks, Dates of Sailings etc., apply to:

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	Mitsushima Maru, 15,900 tons SAT, 11th Jan., at 11 a.m.	
Nagasaki, Kobe & Yokohama	Sado Maru, 13,500 tons SAT, 13th Jan., at 11 a.m.	
Shanghai, Moji & Kobe	Kitano Maru, 15,900 tons SAT, 16th Jan., at 11 a.m.	
London or Liverpool via Singapore, Penang, Colombo, Suez & Port Said.	Tensho Maru, 7,000 tons TUES, 14th Jan.	
Melbourne via Manila Zamboanga; Thursday, Is. Townsville, Brisbane, & Sydney.	Tamba Maru, 13,510 tons FRIDAY, 24th Jan., at 11 a.m.	
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal.	Mitsushima Maru, 15,900 tons FRIDAY, 7th Feb., at 11 a.m.	
Bombay via Singapore, Malacca, & Colombo	Tamba Maru, 8,470 tons SUNDAY, 12th Jan.	
Calcutta via Singapore, Penang & Rangoon	Tamba Maru, 7,000 tons FRIDAY, 24th Jan.	

§ Omitting Shanghai and/or Moji

Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE VIA

Manila, Shanghai, Nagasaki, Kobe, Yokkaichi, & Yokohama.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

* Katori Maru, TUESDAY, 21st Jan., at 11 a.m.

* Fushimi Maru, THURSDAY, 23rd Mar., at 11 a.m.

† Omitting Manila Pastbound.

For further information apply to

NIPPON YUSEN KAISHA,

S. YASUDA, Manager.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON L. FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Shipyards and can accommodate any craft of 200 feet long.

Works Office: 45, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.

Shipyards: Sham-Sui Po, Kowloon, Hongkong. Telephone No. 8.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DRAUGHTED
Liverpool via S'pore, Penang & C'bo &c	Tamba Maru	Nippon Yusen Kaisha	On 24th Jan., at 11 a.m.
Liverpool via S'pore, Penang & C'bo &c	Mitsushima Maru	Nippon Yusen Kaisha	On 7th Feb. at 11 a.m.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 19th Feb. at Noon.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 27th Jan.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 8th Feb.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 15th Jan., at Noon.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 22nd Jan.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 29th Jan.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 5th Feb.
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San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 26th Jan.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 3rd Feb.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 10th Jan.
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San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 9th May
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 16th May
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 23rd May
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 30th May
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 6th Jun.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 13th Jun.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 20th Jun.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 27th Jun.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 4th Jul.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 11th Jul.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 18th Jul.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 25th Jul.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 1st Aug.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 8th Aug.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 15th Aug.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 22nd Aug.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 29th Aug.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 5th Sep.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 12th Sep.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 19th Sep.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 26th Sep.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 3rd Oct.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 10th Oct.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 17th Oct.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 24th Oct.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 31st Oct.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 7th Nov.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 14th Nov.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 21st Nov.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 28th Nov.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 5th Dec.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 12th Dec.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 19th Dec.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 26th Dec.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 2nd Jan.
San Francisco via Shanghai, Japan &c	Yokohama Maru	Nippon Yusen Kaisha	On 9th Jan.

RUBBER OUTLOOK.

During four years the pick of German chemists have been working to produce synthetic rubber at no matter what cost. All they have succeeded in doing is to produce small quantities of a substance which, mixed with certain proportions of natural and reclaimed rubber, makes an unsatisfactory substitute. The only real success achieved in this direction, in fact, is a great improvement in the process of reclaiming and remaking waste rubber, which might be useful in preventing rubber from going too high, but would have little effect so long as the natural product was available at anything like a reasonable price.

To balance this it has to be recognized that the experience of the war has resulted in the discovery of some new uses for rubber which are likely to prove of considerable importance in the future. Chief among these is the manufacture of rubber composite soles for boots, resorted to at first owing simply to the general shortage of leather, but which have since fully proved their value, and are indeed now claimed to be the best material for the purpose. In other directions the shortage of leather has tended toward an increased use of rubber and although in this country lack of petrol and Government restrictions have compelled the laying up of most of the privately-owned motor cars not loaned to the Government, in America, Canada and Australia one of the results of the war and the general prosperity it has brought has been an enormous increase in the number of automobiles, with a corresponding growth in consumption of rubber. In 1914 the United States imported 68,000 tons of rubber; last year the total was 160,000 tons, and but for the restrictions recently imposed by the Government it is estimated that the consumption for 1918 would easily have passed the 200,000 ton mark, while, as it is, the figures for 1917 probably be exceeded.

There is little doubt that given the same freedom a similar result would, says the "Financial Times," and as soon as the necessities of the war are over it may be expected that there will be an immediate demand for tyres as the private motor-cars once more take the road, as well as for other rubber goods, which will probably more than make up for the decline in Government orders for military purposes, particularly if the use of the aeroplane continues to grow in peace times. It may be fairly confidently expected, therefore, that there will be a big demand for rubber both here and in the United States as soon as the war is over, and to a lesser extent also in France and Italy. To this must be added the amount which will be required to restock Belgium, Germany and Austria-Hungary, which are practically denuded of rubber, while owing to the fancy prices which Germany has for a long time been offering it may be presumed that there is a great lack of the commodity in all the neutral countries bordering upon the Central Empires.

Were all these demands to be met at once there would undoubtedly be not enough rubber to go round, as stocks are by no means large anywhere. In America supplies were recently calculated at about four months' normal consumption and can hardly have been increased, while in this country they are believed to be smaller still. There is probably some accumulation in the East, where companies have kept their output at the factories rather than accept the very poor prices recently offered by the American buyers, but this could not in any case be sufficiently large to have any great effect. If the industry were left to itself, therefore, and buyers had to compete against each other, we might easily see rubber for a time forced up to the extravagant level it touched in 1910, or even beyond. This prospect appears, however, to have been already foreseen by our own Government and to be the real reason for the appointment of a Controller, whose first action has been to issue a warning that a maximum price may have to be fixed. It seems a little hard that an industry which was left severely alone to cope with the difficulties occasioned by the war should be promptly put under restraint when conditions take a turn in its favour, but a wild scramble for all the available supplies with Germany—whose need is the greatest—outbidding everyone else, would raise the post-war economic problem too promptly and acutely, and would not be of real benefit in the long run. It is to be hoped, however, that under the circumstances a generous view will be taken of the trials of plantation companies and the maximum price fixed reasonably high.

More interesting from the investor's point of view than the immediate prospects following the declaration of peace is the outlook for future years, when control is removed and conditions have become more or less normal again, governed only by the ordinary laws of supply and demand. We have already pointed to some of the reasons why consumption may be expected to increase, and with the growth of the motor-car habit it may be that the rate of expansion in future will be more rapid than it was before the war. It, however, it remains only about the same it will mean

THE MAGYAR CROMWELL.

Count Tisza's assassination can hardly take anyone by surprise. Once revolution began in Budapest it was almost inevitable. He was the chief of the Magyar oligarchy—that semi-feudal aristocracy of landed magnates without equal or parallel in Europe for systematic and cynical oppression. For years he had been the grim, masterful and determined opponent of popular rights, whether to Magyar or Slav. He stood for the particular fatal compact with Germany.

More, perhaps, than any other individual in Europe he was responsible for this war. In the eyes of the masses, now stung to revolution by famine, misery, and defeat, he must have seemed the very incarnation of everything evil in the evil system that has brought about not only its own ruin, but the ruin of half Europe.

Tisza has been called the Magyar Cromwell—an epithet applied to him with some truth as far back as 1910, when, as Speaker of the House, he was bullying the Hungarian Chamber. But he was a sort of inverted Cromwell, a man of iron will and ferocious temperament, who flinched at nothing that would enhance, first, the interests of the landed oligarchy, of which he was the chief, and, second, of the principle of Magyar domination over the subject and neighbouring nationalities.

His party was the curiously named Party of Work, which stood, in home politics, for the reactionary feudal Magyar Junker class, and, in foreign affairs, for an aggressive policy in association with Berlin. Since 1910 this party has "made" the elections in its favour in the usual way—there was no secret ballot—and has had an overwhelming majority in Parliament. Tisza, as its leader, was dictator of Hungary.

At home his dictatorship was exercised in resisting franchise reform. Even after his dismissal last year by the young Emperor, who saw clearly the need of a freer franchise, Tisza used his Parliamentary majority to block the path, and the eventual Reform Act was almost a farcical measure.

A workman, for example, to get the vote must have remained in the employ of a firm for a minimum number of years.

Abroad his dictatorship worked for war in close concert with Germany. He was present at the now famous council that met in Berlin in July, 1914, and decided to see the whole world afire. Throughout the war Count Tisza and his party were preliminary to the war party, and the main bulwark in Hungary of German policy. He had pledged himself to keep the Magyars solid for Potsdam and to use the subject peoples of Hungary as cannon fodder. He kept his word.

Even after his fall from office he has the power, above the Throne, and he held tenaciously to his purpose. Only a few weeks ago he went to Bucharest, Hungary, and tried, in vain, the effect of sabre-rattling, even at that late hour, upon the Slavs. All the more significant, then, was his admission on October 17 last in the Lower House that "we have lost the war." When Tisza despaired, all was indeed lost.

A curious personality, Tisza combined intense religiosity with the free-spirited crudeness of a professional bully and the enthusiasm for sport of an English squire. Like many of the Magyar nobles, he was a Calvinist; it is probable that he was drawn by religious sympathy towards the Lutheran Hohenzollerns. He was a lover of hunting and horse-racing, and practised sincerely what many of his fellow-nobles took up as an affectation of things English.

For some years to come at least supplies will be no means plentiful, and good prices are likely to be obtained in consequence. This arises from the fact that since 1911 the rate at which new acreage was planted fell off steadily.

Whereas the percentage of increase in the area under cultivation reached its highest point in 1911, it was not until four years later that the expansion in the world's production culminated. Since 1915 the trend of the latter has been downward, and in the next four years the rate of growth will be smaller year by year, the shrinkage being measurable by the drop in the percentage of new acreage planted. As regards other sources of supply, the output from Brazil has for the last six years remained fairly constant at round about 38,000 tons per annum, and there is little reason to expect any increase from this source, while it is possible that there may be a further diminution unless a higher level of prices is established. The same applies to the output from Africa and other sources of wild rubber, which have also kept fairly steady during the last five years at between 12,000 and 18,000 tons per annum. The plantation industry in the Middle East is therefore likely to remain the sole source from which increased supplies can be obtained, and must tend more and more to dominate the crude rubber market as a whole. Even provided that new planting is taken in hand within the next few years on a fairly large scale more than another five years must elapse before the trees come into bearing, and during the interval consumers will have to be dependent on the relatively small additional area which will come under the knife each year and the expansion in the output per acre of the older plantations.

A HONGKONG WITCH-DOCTOR.

Mr. J. R. Wood heard a tale of Chinese superstition to day. A woman was ill. They told her of a wonderful witch-doctor, a sure cure. She went to see him. The address of this ju-ju gentleman was No. 6, Arthur Street. He worked some magic and gave her a cup of tea with joss candle-oil in it. He then demanded six dollars, and got it. On subsequent visits she paid a dollar. Finding her cery, he asked for \$40, which he said his god wanted before he would let her get well. He also required a tablet—pot of medicine, but of precious metal. She took a silver snuff and a gold fork. This made the god greedy. He next wanted \$100. Getting inquisitive about the date of her cure, she pressed the witch-doctor, who said it was a divine secret and he dared not tell. He gave her a fan to fan away the pain. When at last her suspicion awoke, she told the Police. But the quack had gone then.

Two alleged accomplices (defended by Mr. Leo d'Almeida) were up to-day and released on bail.

BILLIARDS.

PALACE HOTEL HANDICAP.

An excellent game was witnessed last night in the Palace Hotel Handicap between Sergt. I. Goodman, Manchester Regt. (oves 250) and E. Gumaras (oves 130), in the semi-final of the Hotel Handicap. Gumaras played an excellent game and seemed at one time like winning but Goodman came along near the end and won by 20 points. The scores were Goodman 250, Gumaras 231. The winner's chief breaks were 45, 31, 24, and 21. The final will take place on Monday night at 8 p.m. Goodman (owing 250) meets H. L. Mousley (oves 30).

LOCAL AND GENERAL.

Thieves go aboard the Shek Lee ferry boat at night time and steal. One was sent to jail to-day for six weeks.

Have the ornamental tops of your palisade been knocked off? A Chinese with two bits was convicted and punished to-day.

During the last ten days the wolfram market was dull, according to the Kwangtung Mining Association, only forty piculs having been sold, at \$37 a picul.

The rice price in Canton has been rising highly during last week. But the reduction of price is expected owing to the coming of many rice boats from the rice-producing districts here.

With two heavy baskets on a bamboo pole, a Chinese lady stepped off the Kowloon boat to-day. A mean fellow took her umbrella but a European policeman saw and took him. Six weeks.

For having unlawful possession of 30 feet of gas piping, Yeung Kua was fined \$50 to-day, or one month. Inspector Grant said that parts of the Bowen Road railway had been stolen. The Gas Company had also lost piping. This length could not be positively identified, but accused could not account for it.

Mrs. Meurer of the Meurer Freres, Importers and Exporters, Shamoo, has received back some of her valuables recently stolen by her family cook, Ah Kum. Ah Kum pawned the stolen property with the Po Hun Pawn Shop some weeks ago but had heart enough to send back the pawn tickets by mail. Mrs. Meurer had to pay something like \$1,120 to redeem the pearls and other valuables which were valued at several thousands dollars. Mrs. Meurer expects to take a trip to the United States next week.

CANTON IMPORTS.

During the last three days, December 30, 31, 1918 and January 4, 1919, 43 vessels representing 23,658 tons entered Canton, while at the same time 43 vessels 20,698 tons left, cleared.

Imports from Hongkong and abroad during these three days included 60 pieces of English grey and 283 pieces of white shirtings; 1,711 piculs of cotton yarn, 51 piculs of brass sheets and plates, 9,587 500 pieces of cigarettes, 27 piculs of cuttlefish, aniline dyes to the value of H.K. \$11,116 48 piculs of salt fish, 48 piculs of wheat and flour medicines to the value of H.K. \$2,788,536; 638 dozens bottles of milk condensed and evaporated cream, 6,940 gallons of lubricating oil, 98,236 gallons and 112,689 tins of kerosene oil, 288 piculs of printing paper, 237 piculs of whole rattans, 81 dozens singlets and drawers, 2,108 piculs of sugar and 5,231 gross of wood matches.

Imports from twenty ports for the same period were 75 piculs of native cloth, 2,018 piculs of beans, 8 piculs of biscuits, 180 piculs of raw cotton 205 piculs of firecrackers and fireworks, 16,076 piculs of flour and wheat, medicines to the value of H.K. \$1,640, 31,039 piculs of shell groundnuts, 280 piculs of bean and ground oil, 2,344 piculs of rice, 146 piculs of acumin seed, 7 piculs of yellow raw silk, 213 piculs of green tea and 362 piculs of tobacco leaf.

WEATHER REPORT.

January 9, 1919. C.W.—No returns from Japan and Vladivostok. Pressure has decreased slightly at all reporting stations; the anticyclone probably continues to move eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inch. Total since January 1st, 0.18 inches, against an average of 0.31 inches.

Forecast for the 24 hours ending at noon on the 10th January 1919.

1.—Hongkong to Gap Rock: E. winds moderate; cloudy; fog, mist or drizzling rain.

2.—Portugal Channel: Variable winds, moderate.

3.—North coast of China between Hongkong and Loochoo: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

JANUARY 9, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction of Wind.	Force.	Remarks.
Vladivostok.	8 a.	30.05	33	91	N.E.	4	
Yasutaro	8 a.	—	—	—	—	—	
Hokodato	—	—	—	—	—	—	
Tokio	—	—	—	—	—	—	
Kochi	—	—	—	—	—	—	
Nagasaki	—	—	—	—	—	—	
Kakoshima	—	—	—	—	—	—	
Osaka	—	—	—	—	—	—	
Naha	—	—	—	—	—	—	
Shimon	—	—	—	—	—	—	
Beni Island	—	—	—	—	—	—	
Wanhaiwai	8 a.	30.05	33	91	N.E.	4	
Hankow	—	—	—	—	—	—	
Tientsing	—	—	—	—	—	—	
Shanghai	—	—	—	—	—	—	
Chungking	—	—	—	—	—	—	
Shanghai	—	29.98	48	96	N.W.	1	b
Gutzlaff	—	30.01	48	93	—	2	b
Shang Pk.	—	29.99	48	91	W	0	b
Amoy	—	29.97	49	94	—	0	sh
Swatow	—	29.98	48	93	—	0	b
Yokohama	—	29.98	58	98	—	0	b
Taichu	—	29.99	61	—	—	0	b
Yokohama	—	29.98	—	—	—	—	
Yokohama	—	29.97	73	—	N.W.	2	b
Yokohama	—	29.97	68	—	N.W.	2	b
Yokohama	—	29.98	68	100	—	2	b
Yokohama	—	29.98	64	100	—	2	b
Yokohama	—	29.94	—	—	N.E.	4	f
Yokohama	—	29.94	64	100	—	1	of
Yokohama	8 a.	—	—	—	—	—	
Yokohama	—	—	—	—	—	—	
Yokohama	7 a.	29.85	63	94	S.W.	4	b
Yokohama	—	29.86	73	—	S.W.	2	b
Yokohama	—	29.88	73	—	—	2	b
Yokohama	8 a.	—	—	—	—	—	
Yokohama	—	29.88	73	96	—	1	b
Yokohama	—	29.91	61	88	N.W.	1	b
Yokohama	—	29.88	73	97	—	4	b
Yokohama	—	29.88	73	97	—	4	b
Yokohama	4 a.	29.80	—	—	—	—	
Yokohama	—	29.80	61	97	S.W.	3	b

RANKS

100-443887-100

INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER
1853.

HEAD OFFICE, LONDON.

Paid-up Capital £1,500,000
Reserve Fund £1,000,000
Reserve Liability of Pro-
prietors £1,500,000

FOREIGN EXCHANGE and GENERAL

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year
or shorter periods at rates which will be
quoted on application.

T. G. DOWLING
Manager.

Hongkong, May 7, 1917.

**THE MERCANTILE BANK OF
INDIA, LIMITED**

—

Authorized Capital	1,000,000
Reserve Fund	1,000,000
Paid-up	1,000,000
Reserve Fund	1,000,000

BANKERS

BANK OF ENGLAND

LONDON

Every description of Exchange business transacted.

INTEREST allowed, on Current Accounts at 5 per cent per annum on Daily Balances and on Deposits at rate which may be ascertained on application.

C. L. SANDER,
Acting Manager
No. 7 Queen's Road Central,
Hongkong, 22 December, 1918.

BANQUE DE L'INDO-CHINE.
(FRENCH BANK).

HEAD OFFICE:
15th Rue La Fayette, Paris.

Capital Frs. 46,000,000
Reserves " 50,800,000

BRANCHES AND AGENCIES.

BANKING	HONGKONG	SIAM
BATAVIANG	MOBETTA	SENEGAL
CALCUTTA	NOUMEA	SINGAPORE
CHANGHAI	PANAMA	TIENTSIN
CHONGKING	PEKING	TOKYO
HANKOW	PORT-PRINCE	VLADIVOSTOK
HARBIN	PORECHYON	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

Union Bank of England and India
Credit Lyonnais
IN NEW YORK : J. P. Morgan & Co.
Interest allowed on Current Accounts
and Fixed Deposits according to
arrangements.
Every description of Banking and
Exchange Business transacted.
A. HIRE
Acting Manager.
Hongkong, Oct. 15, 1918.

**THE YOKOHAMA SPECIE
BANK, LTD.**
INCORPORATED IN JAPAN
CAPITAL 1,000,000
RESERVE FUND 1,000,000

APPROVED CAPITAL—YEN 45,000,000.00
PAID UP CAPITAL — " 42,000,000.00
RESERVE FUND — " 24,500,000.00

HEAD OFFICE—YOKOHAMA
—

BRANCHES AND AGENTS IN

BOMBAY	NEWYORK
BUSONG AYRES	NEW YORK
CALCUTTA	OSAKA
DARAGANG	PEKIN
DAIKIN (DALEY)	SEOON
SHANGHAI (MCKENZIE)	SAN FRANCISCO
SHANGHAI	SHANGHAI
SHANGHAI	SHANGHAI
SHANGHAI	SHANGHAI

KOREA
LONDON
LOS ANGELES
LYONS
MADRID
MILWAUKEE
MONTREAL
NEW YORK
PARIS
Peking
SAN FRANCISCO
SINGAPORE
SOFIA
Tientsin
TOKYO
YOKOHAMA

Interest allowed on Current Accounts.
Deposits received on favorable terms.
Information to be obtained on application.

SHEN ONO,
Bankers,
HONGKONG, 17-18 Fort St. (a)

NORTH OCEAN & MERCANTILE
INSURANCE CO.
INCORPORATED IN CALIFORNIA
WHICH ARE VETERED THE MARINE OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.
INCORPORATED IN GREAT BRITAIN

TOTAL FUND at 31st DECEMBER, 1914.
£23,970,327

I.—Authorized Capital £8,000,000
Subscribed Capital £2,500,000
Paid-up Capital £2,437,500
II.—Fire Funds £3,337,047
III.—Life & Annuity Funds 17,367,580
Sinking Fund Account 125,200

£23,970,327

Revenue Fire Branch £2,581,466
" Life and Annuity 8,141,598
Branches
Revenue Marine Department 537,239
Other Receipts 179,940

DE 3200 200

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
TOKYO, YOKOHAMA, KOBE, OMAKA,
FORMOSA—GHAN, RAGI, KALINGTO
KINCHUW, MAKING, PIRAM
SHIMOLU, TACHO, TALIAN
TAOW, TAMOU, THUYEN, ANG.
CHINA—SHANGHAI, HANKOW, KUNMING,
YUEH, FOOCHOW, SWATOW
CANTON, PEKING, TIENTSIN
FIBERS—HONGKONG, SINGAPORE
SOERABAYA, SEMARANG, BATAVIA
BOMBAY, LONDON, NEW YORK

LONDON BANKERS:
Capital and Counties Bank, London
and North-Western Bank, Paris Bank
The Bank has Correspondents in the
following principal cities:—Amoy, Canton,
Peking, Russia, Manchuria, Hongkong,
Shanghai, Japan, Indo-China, Siam, India,
Philippine Islands, Java, and other
East Indian Archipelago, Australia, America,
Africa, etc.

For further particulars apply to Current Accounts

IN LARGES CO.,
WHICH ARE VERIFIED BY CLERKS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
AND
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914.
£25,970.387

—Authorized Capital £8,000,000
Subscribed Capital £4,800,000
Paid-up Capital £2,437,500
—Fire Funds £3,337,047
—Life & Annuity Funds 17,967,089
Sinking Fund Account 125,239

£25,970.387

Revenue Fire Branch £2,861,466
Life and Annuity 1,811,998
Branches
Revenue Marine Department 537,239
Other Receipts 179,940

DE SCOT

Acts of Parliament, are not held to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.

ENTERTAINMENTS.

60